

S U R V E Y
OF
F A L M O U T H H A R B O R
F A L M O U T H, M A I N E

DEPARTMENT OF THE ARMY
NEW ENGLAND DIVISION, CORPS OF ENGINEERS
WALTHAM, MASS.

JANUARY 1968

SURVEY

FALMOUTH HARBOR, MAINE

SYLLABUS

The Division Engineer finds that the Town of Falmouth is not in a financial position at this time to contribute toward a breakwater improvement project in Falmouth Harbor, Falmouth, Maine, as desired by various local interests. In view of this, he finds that further Federal study toward improving the harbor is not warranted at this time. Therefore, the Division Engineer recommends no Federal navigation improvement for Falmouth Harbor at this time.

NEDED-R

22 January 1968

SUBJECT: Survey of Falmouth Harbor, Maine

TO: Chief of Engineers
ATTN: ENGCW-PD

AUTHORIZATION AND PURPOSE

1. This survey report is submitted in compliance with an item contained in Section 110 of the River and Harbor Act, approved 23 October 1962 (Title I, Public Law 87-874), which reads in part as follows:

The Secretary of the Army is hereby authorized and directed to cause surveys to be made at Falmouth Harbor, Maine, subject to all applicable provisions of Section 10 of the River and Harbor Act of 1950.

2. A report of survey scope was assigned to the Division Engineer, New England, by letter dated 6 November 1962 from the Chief of Engineers.

DESCRIPTION AND LOCATION

3. Falmouth Harbor is located in the Falmouth Foreside section of the Town of Falmouth, Cumberland County, Maine, about 5 miles north of Portland. The 1960 population of Falmouth was 5,976. There are about 120 acres of anchorage in the harbor with depths ranging from 6 to 24 feet. Approaches to the harbor are of sufficient width and depth to accommodate safely the local recreational fleet.

PROBLEMS UNDER INVESTIGATION

4. The navigation problem within the harbor results from the lack of sheltered anchorage for the large recreational fleet which

presently uses the harbor. Sturdivant, Basket and Clapboard Islands, lying a short distance offshore, provide only limited protection to the harbor area from storm waves. Some local interests are of the opinion that breakwater improvement would provide needed harbor protection.

5. A meeting was held with State and Town officials on 9 March 1967 to arrange a time and place for a public hearing to determine more specifically the improvements desired by local interests and to afford them the opportunity to present data supporting their needs. During the meeting, the Town Manager of Falmouth reported that the Town Council had expressed deep concern with the probable high cost the Town would incur if Falmouth Harbor were improved as desired by certain town interests. He further reported that the Town of Falmouth would, in his opinion, be unwilling and unable to share in the cost of breakwater improvement at this time.

6. A second pre-hearing meeting was held with State and Town officials on 23 March 1967. At this meeting the purpose of the Federal study and public hearing was again explained. In the best interests of the Federal Government, the State of Maine and the Town of Falmouth, the officials were asked to consider carefully the possible cost of improvement to each participant. They were informed that the Federal Government could participate up to 50 percent of the cost for improvements primarily benefiting recreational boating. Responsibilities of local interests for the provision and maintenance of an adequate public landing were explained. The officials were requested to advise on the attitude of the Town.

7. Town officials reported by letter dated 26 April 1967 that there is a firm belief at the local level that a breakwater about 500-700 yards long could be built in the vicinity of Prince's Point Ledge at a cost much less than the one million dollar minimum figure previously furnished by the Corps of Engineers. They expressed the opinion that such a breakwater would substantially meet their needs and asked that they be furnished a cost estimate for the above mentioned breakwater. On 27 April 1967 the General Manager of the Maine Port Authority met with members of the Corps of Engineers to further discuss the matter. He stated that Town interests had recently discussed with him three different breakwater locations in Falmouth Harbor and had requested that he present these breakwater plans to

the Corps for their comments as to costs and effectiveness in providing sheltered anchorage for the local fleets. These three breakwater locations and the one proposed for Princes' Point Ledge (breakwater 4), are shown on the attached report map and marked Nos. 1 through 4.

8. Cost estimates for the above breakwaters were made and their respective effectiveness analyzed. By letter dated 11 May 1967, this information was forwarded to the Town for their evaluation. They were advised that because of the limited time involved in the preparation of these cost estimates and analyses, they are of necessity not as firm as in a detailed design report; however, they are reasonably accurate and suitable for their purpose. The cost estimates for the four breakwater plans sent the Town are as follows:

	<u>Estimates of Probable Cost</u>	<u>Approx. Town Share</u>
Breakwater #1	\$1, 500, 000	\$ 300, 000
" #2	1, 250, 000	250, 000
" #3	3, 500, 000	700, 000
" #4	9, 000, 000	1, 800, 000

9. In reply, Town officials reported that the Town would be unable to share, as required, in the cost of a Federal breakwater improvement in Falmouth Harbor at this time. Therefore, they requested that the Falmouth Harbor navigation study be terminated. A copy of the letter dated 23 May 1967, containing the Town's comments, is attached to this report.

CONCLUSION AND RECOMMENDATION

10. In view of the Town's reported financial inability to meet the conditions of local cooperation that would be required in connection with a Federal navigation project in Falmouth Harbor, Falmouth, Maine,

it is concluded that further study is not warranted. Therefore, the Division Engineer recommends no Federal improvement for Falmouth Harbor at this time.

2 Incl.

1. Ltr from Town of
Falmouth, dtd 23 May
1967
2. Report Map

REMI O. RENIER
Colonel, Corps of Engineers
Division Engineer

MUNICIPAL OFFICE
Town of Falmouth, Maine

271 FALMOUTH ROAD
04105
PHONE 781-5253

OSMOND C. BONSEY, TOWN MANAGER

May 23, 1967

T. B. Smith, Lt. Col. C. E.
Department of the Army
New England Division, Corps of Engineers
424 Trapelo Road
Waltham, Massachusetts 02154

Dear Col. Smith:

Following receipt of your letter of May 11, 1967, relative to the breakwater in Falmouth Harbor, the Town Council last evening voted not to ask for a public hearing and to request that you terminate the navigation study.

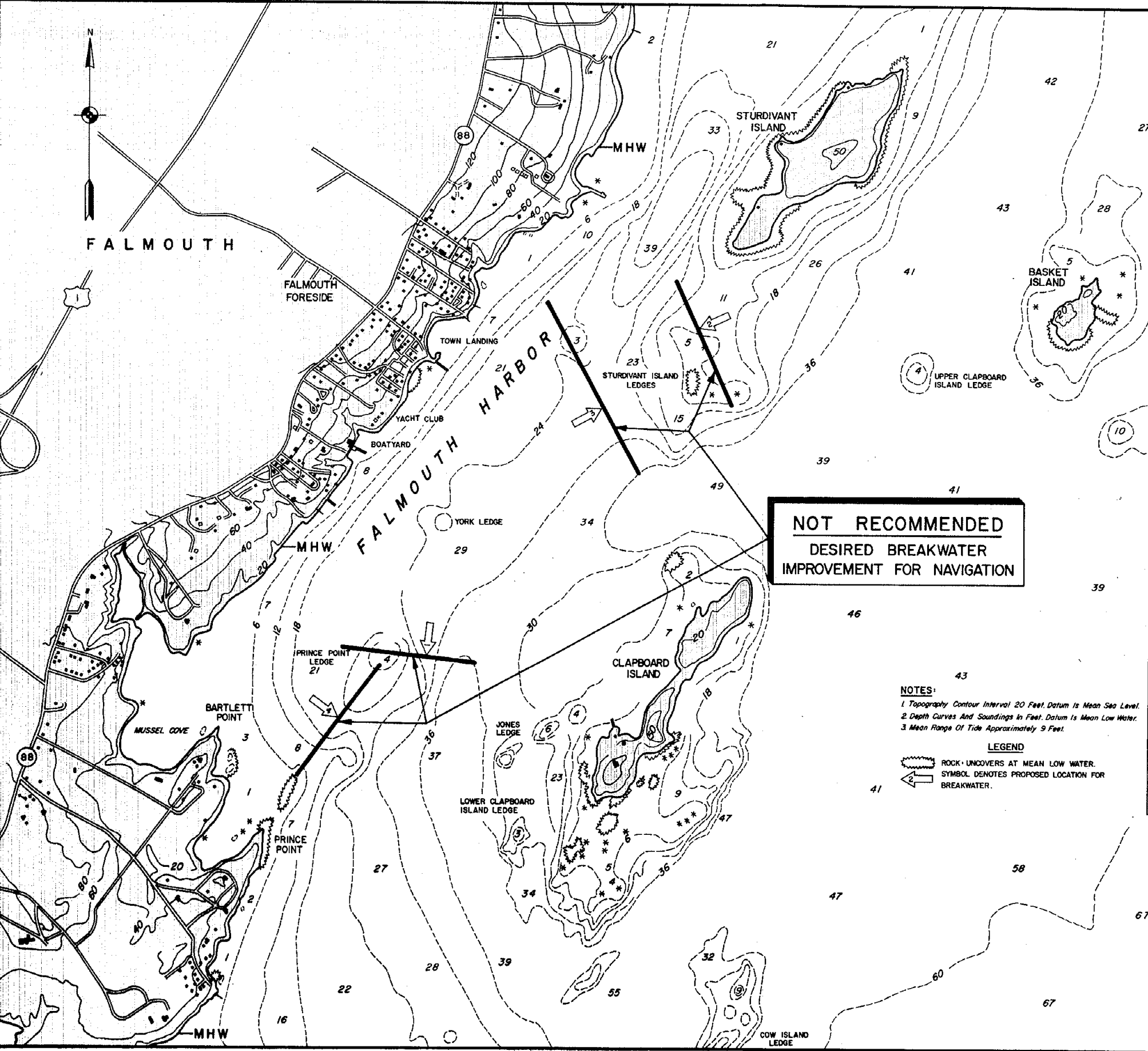
This action was taken only when it became apparent that a substantial portion of the estimated costs of \$900,000 to \$5,000,000, depending on the particular plan selected, would have to be borne by the Town of Falmouth. In view of the fact that we are faced with increasing municipal expenditures including a \$2.1 million dollar sewer program, it was felt that the Town of Falmouth was not in a financial position at this time to make a sizeable contribution and that to proceed with that feeling would be an unnecessary waste of time and money.

We therefore respectfully request that this study be terminated.

Very truly yours,


Osmond C. Bonsey
Town Manager

OCB/mg

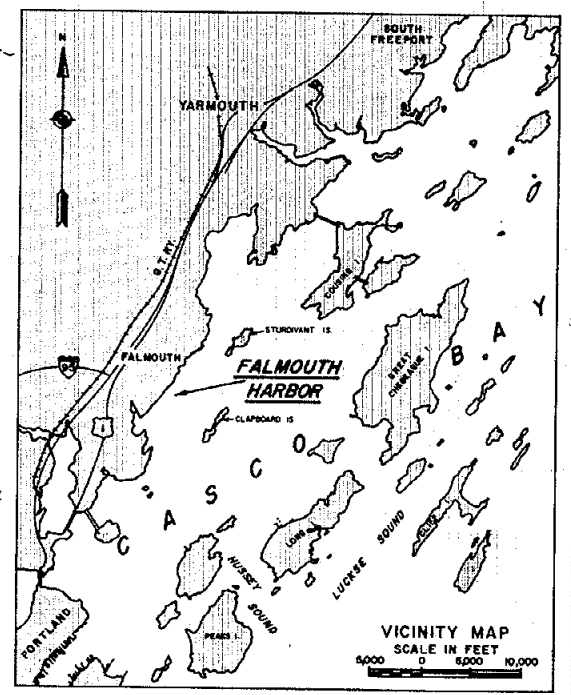
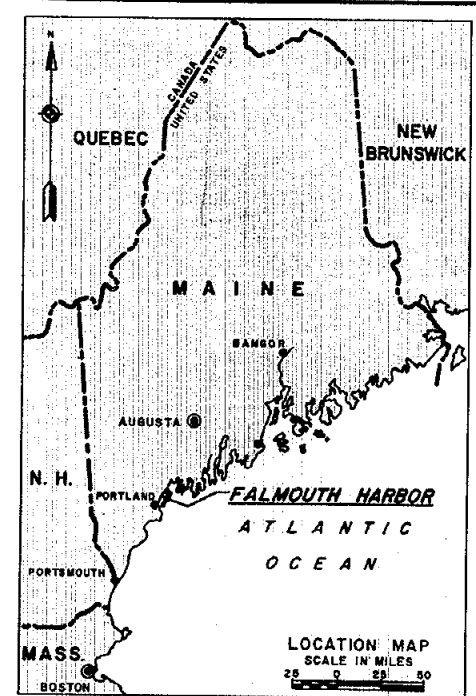


NOT RECOMMENDED
DESIRED BREAKWATER
IMPROVEMENT FOR NAVIGATION

- NOTES:**
- 1. Topography Contour Interval 20 Feet. Datum is Mean Sea Level.
 - 2. Depth Curves And Soundings in Feet. Datum is Mean Low Water.
 - 3. Mean Range Of Tide Approximately 9 Feet.

LEGEND

ROCK - UNCOVERS AT MEAN LOW WATER.
SYMBOL DENOTES PROPOSED LOCATION FOR BREAKWATER.



REVISION		DATE	DESCRIPTION	BY
DEPARTMENT OF THE ARMY NEW ENGLAND DIVISION CORPS OF ENGINEERS WALTHAM, MASS.				
DR. BY R.P.C. SUBMITTED		SCALE IN FEET 0 500 1000 1500		
REVIEWED PROJECT ENGINEER		APPROVED DATE JANUARY 1968		
TO ACCOMPANY REPORT DATED 22 JANUARY 1968		DRAWING NUMBER 1827D-12-4 SHEET 1 OF 1		